

HU-25A Guardian #524 07/20/16

Aircraft:

[HU-25A Guardian #524](#) (See full schedule)

Flight Number:

OIB 2016 on HU25A #9

Payload Configuration:

ATM and DMS

Nav Data Collected:

No

Total Flight Time:

3.4 hours

Submitted by:

Richard Yasky on 07/20/16

Flight Segments:

From:	PABR	To:	PABR
Start:	07/20/16 01:48 Z	Finish:	07/20/16 05:14 Z
Flight Time:	3.4 hours		
Log Number:	16F003	PI:	Nathan Kurtz
Funding Source:	Thomas Wagner - NASA - SMD - ESD Cryosphere & International Polar Year		
Purpose of Flight:	Science		
Comments:	Research flight out to 520 NM northeast of Barrow. Low clouds over most of the low altitude data line precluded much data until well north over pack ice. Reached 79 degrees North with clear skies below the aircraft for the last 40-50 NM of the flight line. Poor weather at Barrow increased required fuel reserves on return.		

Flight Hour Summary:

	16F003
Flight Hours Approved in SOFRS	121.25
Total Used	126.9
Total Remaining	-5.65

16F003 Flight Reports

Date	Flt #	Purpose of Flight	Duration	Running Total	Hours Remaining
06/29/16	OIB 2016 on HU25A ICF	Science	2	2	119.25
07/11/16	OIB 2016 on HU25A #1	Ferry	2.6	4.6	116.65
07/11/16	OIB 2016 on HU25A #2	Ferry	2.5	7.1	114.15
07/11/16 - 07/12/16	OIB 2016 on HU25A #3	Ferry	2.2	9.3	111.95
07/12/16 - 07/13/16	OIB 2016 on HU25A #4	Ferry	2.6	11.9	109.35
07/13/16	OIB 2016 on HU25A #5	Science	3.4	15.3	105.95
07/14/16	OIB 2016 on HU25A #6	Science	3.5	18.8	102.45
07/15/16	OIB 2016 on HU25A #7	Science	3.7	22.5	98.75
07/19/16 - 07/20/16	OIB 2016 on HU25A #8	Science	3.6	26.1	95.15
07/20/16	OIB 2016 on HU25A #9	Science	3.4	29.5	91.75
07/21/16	OIB 2016 on HU25A #10	Science	3.6	33.1	88.15

07/22/16	OIB 2016 on HU25A #11	Ferry	3.9	37	84.25
07/22/16	OIB 2016 on HU25A #12	Ferry	3.2	40.2	81.05
07/22/16	OIB 2016 on HU25A #13	Ferry	2.1	42.3	78.95
08/23/16	OIB 2016 on HU-25 #14	Science	2.3	44.6	76.65
08/25/16	OIB 2016 on HU-25 #15	Ferry	3.2	47.8	73.45
08/25/16	OIB 2016 on HU-25 #16	Ferry	2.2	50	71.25
08/27/16	OIB 2016 on HU-25 #17	Science	3.7	53.7	67.55
08/29/16	OIB 2016 on HU-25 #18	Science	3.8	57.5	63.75
08/29/16	OIB 2016 on HU-25 #19	Science	3.5	61	60.25
09/01/16	OIB 2016 on HU-25 #20	Science	3.4	64.4	56.85
09/02/16	OIB 2016 on HU-25 #21	Science	3.8	68.2	53.05
09/02/16	OIB 2016 on HU-25 #22	Science	3.8	72	49.25
09/05/16	OIB 2016 on HU-25 #23	Science	0.6	72.6	48.65
09/06/16	OIB 2016 on HU-25 #24	Science	3.5	76.1	45.15
09/09/16	OIB 2016 on HU-25 #25	Science	3.5	79.6	41.65
09/09/16	OIB 2016 on HU-25 #26	Science	3.5	83.1	38.15
09/10/16	OIB 2016 on HU-25 #27	Science	3	86.1	35.15
09/11/16	OIB 2016 on HU-25 #28	Science	3.9	90	31.25
09/11/16	OIB 2016 on HU-25 #29	Science	3.7	93.7	27.55
09/12/16	OIB 2016 on HU-25 #30	Science	3.3	97	24.25
09/12/16	OIB 2016 on HU-25 #31	Science	2.7	99.7	21.55
09/13/16	OIB 2016 on HU-25 #32	Science	4	103.7	17.55
09/13/16	OIB 2016 on HU-25 #33	Science	2.9	106.6	14.65
09/15/16	OIB 2016 on HU-25 #34	Science	3.7	110.3	10.95
09/16/16	OIB 2016 on HU-25 #35	Ferry	2.4	112.7	8.55
09/16/16	OIB 2016 on HU-25 #35	Ferry	1.7	114.4	6.85
09/16/16	OIB 2016 on HU-25 #35	Ferry	1.7	116.1	5.15
09/17/16	OIB 2016 on HU-25 #38	Ferry	2.8	118.9	2.35
09/17/16	OIB 2016 on HU-25 #38	Ferry	2.9	121.8	-0.55
09/19/16	OIB 2016 on HU-25 #40	Ferry	2.5	124.3	-3.05

[09/19/16](#)

OIB 2016 on HU-
25 #40

Ferry

2.6

126.9

-5.65

Flight Reports began being entered into this system as of 2012 flights. If there were flights flown under an earlier log number the flight reports are not available online.

Related Science Report:

OIB - HU-25C Guardian 07/19/16 Science Report

Mission:

OIB

Mission Summary:**7/19/16 OIB SF 05: Linkswiler Line**

IceBridge flew a second line today dubbed the Linkswiler Line named in honor of ATM operator Matt Linkswiler. This line expands coverage into the eastern section of the Beaufort Sea while transitioning as far into the interior of the ice pack as our range would allow. There were generally fewer melt ponds on this ice than had been seen in the previous flights.

At the start of the line we hit a layer of clouds with intermittent breaks so we descended down to our minimum altitude of 1000 feet to attempt to range through as much as we could. ATM recorded some intermittent data due to the clouds while DMS was generally able to see fuzzy surface features, but the clouds hindered most data collection for this part of the line. About a third of the way through the line we climbed up in altitude to look for an area of clear sky, but didn't see any specific point to get a better line through the clouds. About halfway into the line we broke into thinner clouds and were able to get ATM and DMS data more consistently to the end of the flight. 140 nm into the survey line very light rain was observed. Though cloud conditions were far from ideal, overall data collection along this line was still successful as we were able to obtain good data over the latter half of the survey line.

A map of the flight line with the weather forecast is attached in the report.

ATM: 5.0 Gb

FLIR: 2.5 Gb

DMS: 6.7 Gb, 1588 frames

Data on at 02:47, 03:21 good data after initial clouds, Data off at 03:46

File:

[linkswiler_map.pdf](#)

Submitted by:

Nathan T. Kurtz on 07/19/16

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